

# The Great War Stories

ARE MAKING A HIT IN

## THE MORNING WORLD

(Metropolis Edition).

PRICE ONE CENT.

### EXTRA.

2 O'CLOCK.

#### RIDE IN AN "L" CAB.

Experience of an "Evening World"

Reporter on a Tilting Motor.

Headlight Views from South

Ferry to the Harlem River.

How New Yorkers Are Guarded

from Accident During Transit

in the Air.

A trip over the Elevated Railroad from

South Ferry to One Hundred and Fifty-

five street in the cab of one of the puffy

little locomotives is an interesting and

exciting experience and a decided

novelty.

There are many things to observe which

the ordinary traveler by Gotham's rapid

transit routes never has an opportunity to

see, even if he suspects their existence, for

the little windows of the passenger cars

shut out all view of the broad expanse of

streets and avenues and limit it entirely to

interminable rows of unromantic brick

buildings and equally uninteresting second

and third story windows.

WATCHING FROM THE MOTOR'S CAB.

An occasional opening in the uptown

blocks, it is true, enables one to catch

glimpses of the Park and what remains of

the old-time shanty settlements in the Har-

lem districts, as the train flies along, but

the scenery, as a rule, from such a point of

view, is sadly lacking in suggestiveness or

interest to the average patron of the El-

evated roads.

If one has the advantage, however, of an

observatory in the cab of the locomotive, it

is very different. Instead of creeping along

between the red brick walls he seems to be

flying along upon the rails like a race-horse

upon the course.

He can see just where he is going, and

when a long stretch looms up ahead, the

end of which is lost in the distance, with

perhaps several broad-rolling grades be-

tween himself and the point where the

tracks fade into invisibility, he finds him-

self, as it slowly tacking around some sharp

curve fifty feet or so above the street, the

locomotive tilting over in an alarming

manner and every moment seemingly about

to topple over upon the granite pavements

below.

WAITING THE APPROACH OF THE TRAIN.

It is not every one who can obtain the

privilege of enjoying such a trip. In fact,

it is distinctly against the rules of the com-

pany to allow any passengers in the cab,

unless they are the high officials of the road

and are performing the regular duties of

inspection.

It is dangerous to have any one aboard

who may distract the attention of the man

at the throttle-valve, for he occupies a most

responsible position and has the lives of

hundreds of people in his hands.

Through the courtesy, however, of Col.

F. K. Hain, the General Manager of the

road, permission was obtained by a re-

porter of THE EVENING WORLD, to make a

trip over the Sixth Avenue line, with one of

the EVENING WORLD'S art staff, in the

cab of one of the locomotives.

Supt. W. W. Thompson, who is foreman

of engineers and engine-dispatcher at the

big yards at One Hundred and Fifty-fifth

street, consented to look after THE EVEN-

ING WORLD delegation. He proved to be a

perfect man of information, which was

imparted with the utmost cheerfulness.

The time chosen for the trip was 4 o'clock

P. M., when the travel on the Sixth Avenue

line begins to be heavy. The engineer was

George Ford.

After picking the party into the cab there

was very little room left. The quarters

were unpleasantly warm, although the

perfectly was sharp and cutting, and the

side windows were opened.

Then the bell was pulled by the conductor

and the train started out from the station

and out among the har-

leaved trees of Battery Park until it got

fairly on its way up Greenwich street to

the River street station.

Here there was a big crowd waiting on

the platform, which must have nearly

filled the five cars which came up from

South Ferry nearly empty.

It is a busy place, for during the

rush hours trains are despatched so

rapidly that they cannot all be handled at

South Ferry, and a certain proportion of

them switch off at River street and start

up a new run without going to the Battery.

The same thing is done at Chambers street

during the rush hours, because trains stop-

ping at River and Cortlandt streets and

Park place are so jammed with passengers

that the people who go to the upper station

never have a chance to get aboard.

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